

OUR ADVERTISING DEPARTMENT
HAVING been REPLEN-
ISHED with a large as-
ortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

The China Mail.

Established February 1845.

No. 10,726

號三十月七年七十九百八千一英

HONGKONG, TUESDAY, JULY 13, 1897.

日四十月六年四丁

Price, \$2.50 PER MONTH.

Business Notices.



922 Sold by LANE, CRAWFORD & Co., G. GIRAUULT, at Thomas's Grill Room, and all Retail Stores.

THE HONGKONG ELECTRIC COM-
PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

FINAL CALL.

SHAREHOLDERS are hereby Notified
that the FINAL CALL of TWO
DOLLARS (\$2.00) per SHARE has been
made, and is PAYABLE at the Company's
Office, No. 27, Queen's Road Central, on
9th August, 1897.

SHAREHOLDERS are requested, when
paying the above-mentioned Call, to send
to the Acting Secretary their Provisional
SHARE CERTIFICATES. These will be retained,
and fully paid-up Scrip will be issued
in lieu thereof in due course.

By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.

Hongkong, July 5, 1897. 1339

Kinghorn & Macdonald,

Consulting Mechanical Engineers
and Surveyors,
Contractors and Surveyors of ALL
KINDS OF MACHINERY AND
APPLIANCES.

SPECIFICATIONS, DESIGNS and
DRAWINGS prepared for all Classes
of STEAMSHIPS, MACHINERY and
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New Work and Repairs supervised
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Hongkong, November 5, 1896. 9233

AN EFFECTUAL STOP

IS PUT TO ALL ANXIETY

THE NEW GUARANTEED CASH

VALUE POLICY

OF THE

'EQUITABLE'

This Policy provides three things: (1)

Protection for the family; (2) Provision for

the security of later years; (3) A valuable

investment.

When three annual premiums have been

paid the policy acquires yearly thereafter

three distinct GUARANTEED values in

(1) paid-up assurance; (2) Cash; (3) Loan

at 5 per cent.

This policy is pronounced by experienced

men of business to be the best and most

liberal contract of life insurance ever issued;

and it is offered by an office having the

splendid SURPLUS of \$8,000,000 sterling

to support its GUARANTEES.

Full Particulars and Illustrations from

the General Agents,

SHEWAN, TOMES & CO.,

J. T. HAMILTON,

Manager for the East.

Hongkong, October 27, 1896. 9167

CEMENTIGHT.

A PAINT, non-conductor of Heat or

Cold, impervious to dampness, and

also Fire Proof.

Specially Suitable for the Covering of

Buildings.

A protection against high and low tem-

peratures.

A preserver of all kinds of Timber against

Insects.

An indestructible Paint on Iron, Bricks

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CHUN QUAN KEE,

DEALER IN SILKS,

WHOLESALE AND RETAIL.

IVORY, SANDALWOOD, CANTON BLACK

WOOD, LACQUERED WARE and all kinds

of CANTON, &c., &c.

Gold and Silver Models received from Foreign

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AMERICAN SYSTEM

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CHADWICK KEV.

(Late of PAER & HONAN)

Hongkong, July 11, 1897. 1111

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS COMPANY, Ltd., LONDON,

Pioneers of the Asbestos Trade.

Contractors to H. M. Government, and the Principal English, Indian, Colonial and
Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF

The best qualities of ASBESTOS and RUBBER GOODS for the Very Highest
Pressures. Cheaper qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the
Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and
Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battle-
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"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks,
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DICK'S (LATE HANNAY'S)

PATENT COMPOSITION.

The Cunard Steamer, 'LUCANIA', which holds the record for

quickest passages across the Atlantic is coated with

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Also in Use by the EMPRESS Line of Steamers.

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ASK FOR FERGUSON'S

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SPECIAL LIQUEUR, 10 YEARS OLD

HIGHLAND WHISKY.

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SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland;

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THE CREME DE LA CREME OF

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PURE AND MILD.

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THE RENAISSANCE. A JOURNAL OF LITERATURE AND ART.

Sydney, June 18.—The trial of Frank Butler, charged with the murder of Captain Lee Weller while the two were on a gold-prospecting-trip, was concluded to-day, the jury rendering a verdict of guilty.

The trial began Monday. Butler at-
tempted to cut his throat with a piece of
wire early this morning, but was seized
before he did himself any serious injury.
He was taken to the most violent resistance
to his removal to the way to the
Court-house. He fought like a wild
beast and was difficultly subdued. Escaped
after the murder of Captain Weller, butcher
from Australia on the ship *Schinda*, but
was recaptured. The vessel at San
Francisco he was arrested, and
extradited. The defense, at the trial
confessed, was that Captain Weller com-
mitted suicide. It is said that Butler in
his career has taken the lives in Australia
of a number of other persons, among them
being a man called Barney Barnato, Pres-
ident of the diamond-mining company.
It was his practice of advertising for
prospective partner, and having found one
with means, murdered him while in the
bush.

BARNEY BARNATO'S SUICIDE.
BARNATO ACCENTS AT RESCUE.
London, June 15.—The special
dispatch from Funchal, Island of Madeira,
on the arrival there to-day of the British
Steamship *Scott*, which left Table Bay (Cape
Town) on June 2d for Southampton, con-
tains the startling fact that Barney Barnato,
the famous diamond king, who was among the
passengers, had committed suicide by
leaping overboard. His body was recovered
and passengers aboard say Barnato was
dependent upon affairs in South Africa
and frequently said he cared to live no
longer.

One of the passengers, however, states
that Barnato felt overboard. He dis-
believes the suicide story.

The report of Barnato's suicide was made
at Funchal by the captain of the steamer
on which he sailed. He said that Barnato, who
was a well-known diamond-miner, was
not and did not show the least sign of abnor-
mality. He was seen in his cabin that
morning but who had kept rather more closely
than usual. Suddenly appeared on deck while most of
the passengers were in the saloon, and
said that the second officer's name was
Barney Barnato. He was seen to jump
in an unmeaning arish, dashed over-
board, and was recovered.

The engines were immediately reversed
and life-buoys were thrown to the man, who was
seen to be struggling in the water, but he
was either unable or unwilling to reach
them.

The drill for "man overboard" on British
ships is efficient and prompt, and no time
was lost in getting out a boat. The men
crowded back to where Barnato's body could
be seen.

[illegible]

...for the safety of the millions of
...or savings that were lost
...Kaffir securities for three years were...
...assassination, not only with the grandeur of
...but with the tradesmen and people
...of England. Compared with the
...was not moderate dealing. These...
...had done enormous things...
...month, but the well if they do not go
...London, June 16.—To-day's papers
...publish columns of obituary, remembrance
...and history of the late Barney Barnato. It
...and the thrice-attempted to commit
...himself to the sea.
...London, June 15.—The following details
...have been obtained of the suicide of Barney
...Barnato, while on the passage here from
...Cape Town: Barney, who had been in ill
...health for some time, seemed to improve
...after leaving Cape Town, but he was
...nevertheless ill. One was constantly
...detailed to watch him.
...Yesterday, after lunch, between 3
...o'clock, he seemed to be in very good
...spirits and he was walking up and down
...the passenger's arm. Suddenly

Bernardo asked his companion to tell him the time. He said he had no watch. He replied that he guessed his crew were just jumped overboard. The fourth officer jumped overboard after him immediately, but failed to save the life of the South African speculator, as heavy seas were running and the vessel was pitching as the rate of seventeen knots per hour. As soon as possible the steamer was stopped, a lifeboat was lowered and pulled up to the spot where the two men were last seen. The fourth officer was rescued in a fair condition and later the body of the South African speculator was recovered, floating down the coast. The vessel was then ordered to return to the Cape, and will be taken to England on board the boat.

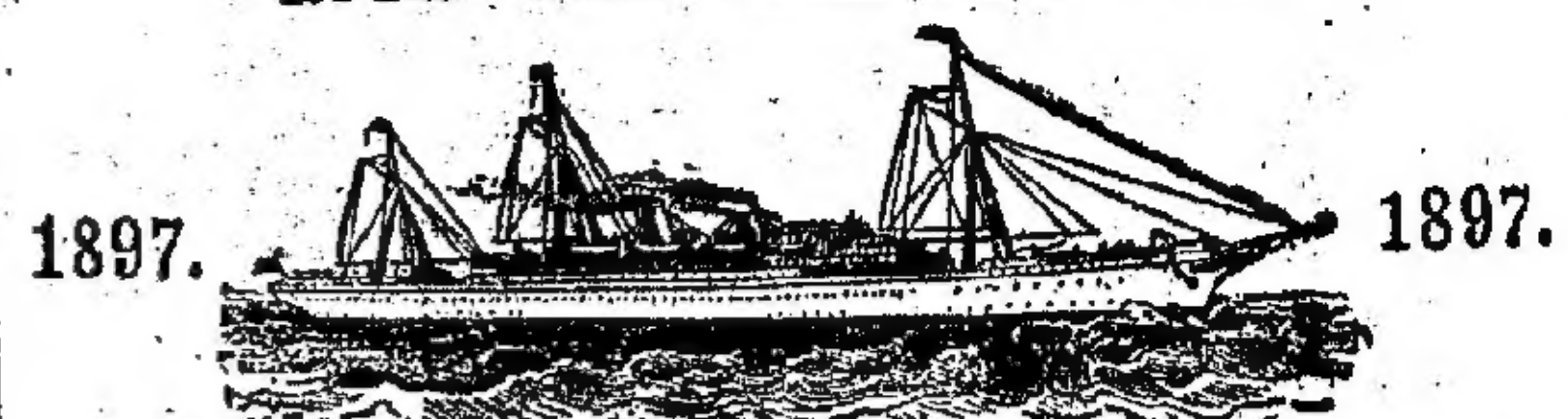
Mrs. Bernardo and her children were also on board the boat.

I want to introduce you to a

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Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897. 1897.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
The magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months \$200.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to
D. E. BROWN, General Agent,
HONGKONG, June 30, 1897.

C. P. R. SUMMER TRIPS.

SPECIAL ROUND TRIP RATES TO JAPAN, VANCOUVER, AND BANFF.
Commencing 1st May, and continuing through the Summer, Return Tickets can be purchased to Banff, including Berth in Sleeping Car and Meals on the Railway journey from Vancouver, at the equivalent of £60. The Ports of Call are: HANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, B.C., and VANCOUVER, and permission is granted to STOP-OVER at any Port and continue by a subsequent Steamer. Every facility is offered for breaking the journey at any intermediate places in British Columbia to make excursions into the Rocky Mountains.

BANFF—This popular resort, charmingly situated amongst the Peaks and Glaciers of the Rocky Mountains, in the Canadian National Park, is justly celebrated for its natural Hot Sulphur and Mineral Springs, magnificent scenery, and clear, invigorating air. The large and well-appointed Hotel stands 4,500 feet above sea level, providing its guests with all modern comforts and luxuries, also a steam-launch, rowing boats and canoes for making excursions on the river and numerous lakes in the vicinity, where excellent fishing and shooting is obtainable.

671

Mails.

STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA,
VIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *RAVENNA*, Captain
O. T. DUFFY, R.N.R., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, etc., on THURSDAY,
the 16th July, at Noon, taking Passengers
and Cargo for the above Ports.

This Steamer connects at Bombay with
the Steamship *BRITANNIA*, leaving that
Port on the 8th August, for LONDON
direct.

Silk and Valuable, all Cargo for France,
and for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other cargo for London, etc., will
be conveyed via Bombay.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent,
HONGKONG, July 2, 1897.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE,
COLOMBO, BOMBAY, ADEEN,
EGYPT, MARSHELLES,
MEDITERRANEAN AND
BLACK SEA PORTS, LONDON.

HAYE AND BORDAUX.
Also
PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 1st July, at
Noon, the Company's Steamship
OCEANIAN, Captain SPURRIER, with
MAILS, PASSENGERS, FREIGHT,
and CARGO, will leave this Port for MAR-
SEILLES via BOMBAY.

This Steamer connects at COLOMBO
with the S.S. *Australia*, which
takes on her Passengers and Mails, leaving
that Port on the 1st August, direct to
RUER, PORT SAID AND MARSHELLES.

Cargo and parcels will be received for
London service as for Marseilles, and
will be transhipped through Marseilles for
the principal ports of Europe.

Shipping Orders will be granted all
Noon.

Cargo will be received on board until 4
p.m. Goods and parcels must be packed
in the "dry" (i.e., in the hold) and not
in the "wet" (i.e., in the hold) and must
be packed in the "dry" (i.e., in the hold) and
not in the "wet" (i.e., in the hold).

For further Particulars, apply to
H. A. RITCHIE,
Superintendent,
HONGKONG, July 2, 1897.

For rates not exceeding £25, £1, 1s. 6d.
Exceeding £25 but not exceeding £50, £2, 1s. 6d.
Exceeding £50 but not exceeding £100, £3, 1s. 6d.
Exceeding £100 but not exceeding £200, £4, 1s. 6d.
Exceeding £200 but not exceeding £500, £5, 1s. 6d.
Exceeding £500 but not exceeding £1,000, £6, 1s. 6d.
Exceeding £1,000 but not exceeding £2,000, £7, 1s. 6d.
Exceeding £2,000 but not exceeding £5,000, £8, 1s. 6d.
Exceeding £5,000 but not exceeding £10,000, £9, 1s. 6d.
Exceeding £10,000 but not exceeding £20,000, £10, 1s. 6d.
Exceeding £20,000 but not exceeding £50,000, £11, 1s. 6d.
Exceeding £50,000 but not exceeding £100,000, £12, 1s. 6d.
Exceeding £100,000 but not exceeding £200,000, £13, 1s. 6d.
Exceeding £200,000 but not exceeding £500,000, £14, 1s. 6d.
Exceeding £500,000 but not exceeding £1,000,000, £15, 1s. 6d.

The commission charged is as follows
according to the currency the Order is drawn
in:
(a) For sums not exceeding £1, 1s. 6d.
(b) For sums exceeding £1 but not exceeding £5, 2s. 6d.
(c) For sums exceeding £5 but not exceeding £10, 3s. 6d.
(d) For sums exceeding £10 but not exceeding £20, 4s. 6d.
(e) For sums exceeding £20 but not exceeding £50, 5s. 6d.
(f) For sums exceeding £50 but not exceeding £100, 6s. 6d.
(g) For sums exceeding £100 but not exceeding £200, 7s. 6d.
(h) For sums exceeding £200 but not exceeding £500, 8s. 6d.
(i) For sums exceeding £500 but not exceeding £1,000, 9s. 6d.
(j) For sums exceeding £1,000 but not exceeding £2,000, 10s. 6d.
(k) For sums exceeding £2,000 but not exceeding £5,000, 11s. 6d.
(l) For sums exceeding £5,000 but not exceeding £10,000, 12s. 6d.
(m) For sums exceeding £10,000 but not exceeding £20,000, 13s. 6d.
(n) For sums exceeding £20,000 but not exceeding £50,000, 14s. 6d.
(o) For sums exceeding £50,000 but not exceeding £100,000, 15s. 6d.
(p) For sums exceeding £100,000 but not exceeding £200,000, 16s. 6d.
(q) For sums exceeding £200,000 but not exceeding £500,000, 17s. 6d.
(r) For sums exceeding £500,000 but not exceeding £1,000,000, 18s. 6d.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent,
HONGKONG, July 2, 1897.

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(q) For sums exceeding £200,000 but not exceeding £500,000, 17s. 6d.
(r) For sums exceeding £500,000 but not exceeding £1,000,000, 18s. 6d.

Shipping.

Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship
Changsha,
Capt. WILKINS, will be
despatched on WED-
NESDAY, the 21st Instant, at 4 p.m.

The attention of Passengers is directed
to the Superior Accommodation offered
by this Steamer. First-class Saloon
is situated forward.

A Retaining Chamber ensures the
supply of Fresh Provisions during the
entire voyage. A duly-qualified Surgeon
is carried, and the Vessel is fitted through-
out with Electric Light.

N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA are available
for Return by the Steamers of the Eastern
and Australian S.S. Co., and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, July 12, 1897.

NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEEN,
SUZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, THE UNITED STATES OF
AMERICA, SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

STEAMER TO ALEXANDRIA.

Sachsen..... Tuesday... July 20.
Bayern..... Tuesday... August 17.
Prinz Heinrich..... Tuesday... Sept. 14.
Preussen..... Tuesday... October 12.
Bayern..... Tuesday... November 9.
Prinz Heinrich..... Tuesday... December 7.
Preussen..... Tuesday... January 4.

ON TUESDAY, the 20th day of July,
1897, at 9 a.m., the Company's
S.S. *SACHSEN*, Captain B. SIEBER,
S.S. *PREUSSEN*, Captain H. SIEBER,
and *CARGO*, will leave this Port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
Noon, on SATURDAY, the 17th July.
Cargo and Specta will be received on
board until 5 p.m., on MONDAY, the 19th
July. Passengers will be received at the
Agency's Office until Noon, on MONDAY,
the 19th July. Outlets of Packages
will be received. No Parcel Receipts will be
issued except Two Feet Cubic in
measurement.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELBOURNE & Co.,
Agents.
Hongkong, June 26, 1897.

NORTHERN PACIFIC
STEAMSHIP AND RAILWAY
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed
to the very cheap rates offered by this
Line to the Pacific Coast and to the
United States and Canada and to Europe.

HONGKONG TO LONDON, \$400.
Excellent accommodation. First class
Table. Doctor and Stewardess carried.
HONGKONG TO NEW YORK, \$850.
The Railroad travelling is second to none
on the American Continent. Magnificent
Scenery of the Rocky and Cascade Moun-
tains. The Yellowstone National Park
route. Passengers to Europe may proceed
by one of the first class ATLANTIC MAIL
LINERS.

HONGKONG TO TACOMA, \$235.
Rates of Passage to other Points on ap-
plication.
Special rates allowed to members of Gov-
ernment Services.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

Columbia..... 2,606 Tuesday July 27.
Tacoma..... 2,549 Tuesday Aug. 17.
Victoria..... 3,167 Tuesday Sept. 14.
Olympia..... 2,608 Tuesday Sept. 28.
Columbia..... 2,605 Tuesday Oct. 19.
Tacoma..... 2,549 Tuesday Nov. 9.

THE Steamship *COLUMBIA*, Captain
W. H. HILL, sailing at Noon, on
TUESDAY, the 27th July, will proceed
to VICTORIA (B.C.) and TACOMA
(Wash.), via KOBE and YOKOHAMA.
Through Bills of Lading issued to Pacific
Coast Points and to Canadian and United
States Ports.

Consular Invoices of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent forward by the
Steamer to the care of the GENERAL
FREIGHT AGENT, Oregon Railway and
Navigation Co., Portland, Oregon.
For further information as to Passage and
Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, July 12, 1897.

Sailing Vessels.

FOR NEW YORK.
The 100 A.T. American Ship
London,
Captain STRAIN, will leave here
for the above Port, and will
have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, July 6, 1897.

FOR SAN FRANCISCO.
The 100 A.T. British barque
McKenna, Master, shortly
expected, will leave here for the
above Port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, June 15, 1897.

NOTICE.
The Owners will be Responsible for any
Loss or Damage to Goods or Cargo
contracted by the Officers or Crew of
the following Vessels, during their stay in
Hongkong Harbour:
HATHURAN, British barque, Capt. J. A.
McKenna, Standard Oil Co.
ONNET, Swedish barque, Capt. A. G.
Fennell, Waple & Co.
QUEEN ELIZABETH, British ship, Captain
J. S. Fulton, Government.
ROSA, British barque, Captain James
Garrett, Standard Oil Co.
TANZANITAN, British, Captained barque
Capt. R. Robinson, Standard Oil Co.

Not Responsible for Debts.

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The Owners will be Responsible for any
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J. S. Fulton, Government.
ROSA, British barque, Captain James
Garrett, Standard Oil Co.
TANZANITAN, British, Captained barque
Capt. R. Robinson, Standard Oil Co.

Not Responsible for Debts.

Shipping.

Steamers.

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

FOR MARSEILLES AND LONDON,
VIA STRAITS AND USUAL
PORTS OF CALL.

(Taking Cargo at through rates for GLAS-
GOW, LIVERPOOL, CONTINENTAL
PORTS, RIVER PLATE, &c.)

The Co.'s Steamship
Poling,
Capt. H. L. ALLEN, Comman-
der, will be despatched as
above on the 14th July.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, July 10, 1897.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship
Namoo,
Captain HALL, will be
despatched from the above
Ports on THURSDAY, the 16th July, at
Noon.

For Freight or Passage, apply to
DOUGLAS LAPIRAK & Co.,
General Managers.
Hongkong, July 12, 1897.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co.'s Steamship
Kutang,
Captain G. PATRICK, will
be despatched from the above
Ports on SATURDAY, the 17th Instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, July 12, 1897.

FOR KORE (DIRECT).

The Steamship
Adigun,
Captain ROSSETT, will
be despatched from the above
Port on SATURDAY, the 17th July,
at 6 p.m.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, July 12, 1897.

'RICHMERS' REGULAR LINE OF
STEAMERS.

FOR BREMEN AND HAMBURG.
(Taking Cargo at through rates to RED SEA,
MEDITERRANEAN AND BLACK
SEA PORTS.)

The Co.'s Steamship
Milner,
Captain MILLER, will
be despatched as above
on MONDAY, the 19th Instant.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, July 8, 1897.

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

FOR LONDON VIA STRAITS AND
USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLAS-
GOW, LIVERPOOL, CONTINENTAL
PORTS, RIVER PLATE, &c.)

The Co.'s Steamship
Kaimo,
Capt. E. WARRALL, Comman-
der, will be despatched as
above on or about the 21st Instant.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, July 8, 1897.

THE OREGON RAILWAY AND
NAVIGATION COMPANY'S
PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.
(Subject to Alteration.)

Monmouthshire [Saturday] 31st July.
Taking Passengers and Cargo for UNITED
STATES AND CANADA at THROUGH RATES.

The Steamship
Monmouthshire
will be despatched from
VICTORIA, B.C.,
PORTLAND, OREGON, via KOBE and
YOKOHAMA, on SATURDAY, the 31st
Instant.

Consular Invoices of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent forward by the
Steamer to the care of the GENERAL
FREIGHT AGENT, Oregon Railway and
Navigation Co., Portland, Oregon.
For further information as to Passage and
Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, July 12, 1897.

Sailing Vessels.

FOR NEW YORK.
The 100 A.T. American Ship
London,
Captain STRAIN, will leave here
for the above Port, and will
have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, July 6, 1897.

FOR SAN FRANCISCO.
The 100 A.T. British barque
McKenna, Master, shortly
expected, will leave here for the
above Port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, June 15, 1897.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUL.

The Co.'s Steamship
Haiman,
Captain BARRETT, will be
despatched for the
above Ports TO-MORROW, the 14th
Instant, at 10 a.m., and not as previously
notified.

For Freight or Passage, apply to
DOUGLAS LAPIRAK & Co.,
General Managers.
Hongkong, July 13, 1897.

SHIRE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Co.'s Steamship
Carmarthenshire,
Captain STROCK, will be
despatched for the above
Port on WEDNESDAY, the 14th Instant,
at 5 p.m.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, July 12, 1897.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENSTEIN.

The Co.'s Steamship
Kutang,
Captain PATRICK, will be
despatched as above
on FRIDAY, the 16th July.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, July 10, 1897.

'GIBB' LINE OF CHINA AND AU-
STRALIAN STEAMERS.

FOR SYDNEY AND MELBOURNE.
(Calling at QUEENSLAND PORTS and
taking through Cargo to ADELAIDE,
NEW ZEALAND, &c.)

The Steamship
Afridi,
Captain GORDON, will be
despatched for the above
Ports on SATURDAY, the 17th July, at 5
p.m.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, July 12, 1897.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship
Arcturion,

Like _____ only _____

Place,

Pomfret, White	..	250	—
Pomfret, Black	..	180	—
Prasna,	..	250	—
Ray,	..	50	—
Rock Fish,	..	90	80
Rosch,	..	—	—
Salmon, (Canton),	..	260	—
Shark,	..	50	—
Salt Fish,	..	100	—
Skeate,	..	50	—
Shrimps,	..	140	—
Snapper,	..	220	—
Soles,	..	200	—
Tench,	..	—	—
Turbot,	..	160	—
Turtles, small, fresh water,	..	500	—
Whiting,	catty	70	—
White Bait,	..	90	—
Fruits.			
Apples, (California),	catty	500	—
" (Tientsin),	..	—	—
" (Japan),	..	230	—
Bananas, fragrant,	..	40	—
" (Brides),	..	60	—
Chestnuts, Chinese,	..	150	—
Carambola,	..	100	—
Cocoanuts,	each	50	—
Ground Nuts,	catty	90	—
Grapes,	..	170	—
Lemons, China,	..	200	—
" Peel,	..	—	—
Lichees, dried,	..	280	—
" Fresh,	..	150	—
Limes,	..	—	—
Mango, (Saigon),	..	—	—
" (Manila),	..	—	—
Mangosteen,	..	—	—
Oranges, Sweet,	catty	200	—
" Green,	..	100	—
" Red,	..	—	—
Olives,	..	—	—
Pine-apples,	..	80	—
Pears,	catty	100	—
" (Tientsin),	..	300	—
Plum, Red,	..	60	—
Pineapple,	each	130	—
" (Siam),	catty	80	—
Peach, (Sweet),	..	100	—
Raisins, Muscatel,	..	—	—
" Fudding,	..	—	—
Water Chestnuts, com.	..	60	—
" Mandarin,	..	60	—
Walnuts,	..	130	—
Vegetables, &c.			
Artichokes, Shanghai,	catty	—	—
Beans, (French),	..	70	—
" Long,	..	30	—
Beet Root,	each	50	—
Brijjala, Green,	catty	—	—
" Red,	..	30	—
Brassica,	..	40	—
Bamboo Shoots,	..	70	—
Cabbage, Chinese com.	..	80	—
Cabbage,	each	100	—
Cauliflower,	..	—	—
Carrots,	catty	80	—
Celery, Chinese,	..	70	—
" English,	..	—	—
Chilies Dried,	..	130	—
" Red,	..	60	—
Curry Stuff, English,	..	40	—
Cucumbers,	..	30	—
Bitter Squash,	..	50	—
Gauls,	..	40	—
Ginger, young,	..	70	—
Horde Radish, S'hai,	..	120	—
Indian Corn,	pieces	30	—
Lettuce, (English),	each	10	—
Mushrooms, Fresh,	catty	—	—
" Green, Bombay,	..	01	—
" Green,	..	30	—
" Shanghai,	..	80	—
" Japan,	..	40	—
Okroes,	..	100	—
Parley, English,	bundles	10	—
Potatoes, Sweet,	catty	20	—
" Shanghai,	..	40	—
" Japan,	..	30	—
" American,	..	—	—
Footchow,	..	—	—
" Macao,	..	30	—
Pumpkin,	..	20	—
Purslane,	..	5	4
Papaw,	..	25	30
"	dozen	—	—
Rice, best quality, per picul,	..	\$4.50	—
" Common	..	\$4.10	—
Salsola,	catty	80	—
Sphage, (Chinese),	..	—	—
Squash,	..	50	—
Stink Beans,	..	20	—
Tronars,	..	50	—
Taro,	..	30	15
Turnips, Pant, (Long),	..	50	—
Variable Mustard,	..	80	—
" (Long),	..	—	—
Water Cress,	..	30	—

TEN DAYS ON A BURNING COAL SHIP.

PART OF THE CREW MISSING.
New York, June 11.—Eighteen of the crew of the ill-fated ship *Buckhurst*, which was destroyed by fire at the Costa Rican coast, arrived here to-day on the steamship *Advance* from Colon. Somewhere to the westward of the Costa Rican coast, perhaps 600 miles or more, lies the wreck of the *Buckhurst* which was bound from Newcastle N. S. W., to Panama, with coal. Abandoned by her crew, with her cargo blazing like a furnace in her hold, she blew up two hours after she was abandoned. Three of the four boatloads of seamen that left her arrived, after fearful peril and privation, on Coce Island in Costa Rican waters, but the fourth boat manned by the stoker and his crew has not been heard from.

The *Buckhurst* left Newcastle, loaded to the decks with coal, on February 2d. The first warning of the disaster came on April 3d. On the evening of that day smoke was discovered issuing from the hatches. Four lines of hose were run up to the hatchway, and then, boring holes through the cover, trained catastrats into the volcano beneath. Yet great as was the power of those streams they seemed to have little effect.

As the first night came on the captain stood over the roaring furnaces below the forward deck, and with his own hands helped the crew batton down every chink in the hatches. Along toward morning a new peril threatened the seamen. From kniflike ceramics which with their tenacity they could not choke, came the deadly fumes of the burning coal below. With it was the hot blast of the furnace, a heat that warped even wider seams in the decks and hatches. The gas hung heavy about the scant openings and suffocated the men when they approached in their effort to stop the vents. Had the flames ever broken forth to give them a chance for one swift battle for their lives and then rush for the boats it might almost have been taken for a given thing.

But hour after hour it was the same, and then it became so day after day. Ten days the struggle went on, and with every day the decks grew hotter and the minute of doom came nearer, but still the captain kept up hope.

"Stand by the ship," said he; "it's our salvation."

For ten days the boats had been provisioned, and each of four was ready for that moment when all hope for the vessel would be abandoned. Eight o'clock on the tenth day brought him the word that the men possessed them beyond all power to subdue.

To the boats! they cried, and a mad rush followed. Vainly the captain tried to drag them back, and then he, too, was taken with the fear of violent death that has tormented the hearts of his men. So they climbed the rails, hurled themselves into the boats and dropped into the sea.

For two hours the boats lay near the *Buckhurst* and waited for the end. It came soon enough. Looking at her they saw the topmasts snuffed like spring-foxes, deep red flash coming from her docks, and in the thundering reverberation that followed they saw the immense fabric collapse and sink beneath the sea. A moment later they were left there in the stillness of the sea. Five hundred souls had perished, and the island of Coce—a mere dot on the seas. So they pushed away for that, and after toiling for eight days three boats reached that haven. The fourth has not been heard from. Three weeks they stayed there and then went to Panama.

30 NEW PLANES JUST ARRIVED; BEST MAKERS. ALSO CABIN AND TRANSPORTING PLANES, GUARANTEED FOR THE CLIMATE. W. ROBINSON & CO.

CHINA COAST METEOROLOGICAL REGISTER.

July 13th.—AT 4 P.M.

Station.	Barometer.	Thermometer.	Humidity.	Direction.	Force.	Weather.	Rain.
WYostok.	29.58	71	—	SW.	1	c	—
Tokio.	29.55	74	—	SE	4	b	—
Koshi.	29.51	—	—	SE	0	—	—
Nagasaki.	29.51	—	—	SW	6	—	—
Kobe.	29.50	—	—	SE	4	b	—
Guzufu.	29.50	83	70	SE	0	ov.	—
Sanyo-Pk.	29.48	87	80	SE	2	b	—
Aoy.	29.47	87	74	SE	4	b	—
Sawato.	29.45	87	—	SW	3	b	—
Qanton.	29.45	89	80	SE	3	ot	—
Hongkong.	29.44	74	83	3	o	—	—
Cape Sai.	29.44	—	—	SE	4	—	—
Gap Road.	29.40	—	—	SE	1	c	—
Macao.	29.41	88	—	SW	1	c	—
Hapsheng.	29.48	87	76	SE	8	c	—
Bollong.	29.48	88	78	NE	2	c	—
Manila.	29.40	84	77	SE	1	c	—
J.S. James.	—	—	—	SE	2	b	—

July 13th.—AT 10 A.M.

WYostok.	29.54	63	83	SE	4	ps	—
Tokio.	29.51	63	82	4	—	—	—
Koshi.	29.48	—	—	SE	0	—	—
Nagasaki.	29.48	—	—	SE	3	b fm	—
Kobe.	29.44	82	87	SE	3	b fm	—
Shanghai.	29.44	82	87	SE	1	ov.	—
Aoy.	29.46	84	87	SE	1	ov.	—
Sawato.	29.44	85	—	2	1	b	—
Qanton.	29.48	84	83	sw	2	o	—
Hongkong.	29.43	81	79	SE	2	o	—
Viet. Pak.	29.40	—	—	SE	4	—	—
Fat Shai.	29.40	—	—	SE	4	—	—
Macao.	29.41	87	—	SE	4	—	—
Hapsheng.	29.21	86	82	E	3	o	—
Bollong.	29.31	83	87	E	2	o	—
Manila.	—	—	—	SE	2	o	—
J.S. James.	—	—	—	SE	2	o	—

F. G. FINE, Acting Director.
Hongkong Observatory, July 13th, 1897.

1. BAROMETRIC, reduced to 58 degrees Fahrenheit, and to the level of the sea in inches, tenths, and hundredths.
2. THERMOMETER, in the shade, in degree Fahrenheit.
3. HUMIDITY, in percentage of saturation, the quantity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort's scale.
6. STATE OF SKY, by clear, b, blue sky, c, drizzle, d, drizzle, e, drizzle rain, f, fog, g, gloomy haze, h, lightning, i, ascending, j, passing showers, k, rain, l, rain squalls, m, rain squalls, n, visibility less than 1 mile, o, visibility less than 1/2 mile, p, visibility less than 1/4 mile, q, visibility less than 1/8 mile, r, visibility less than 1/16 mile, s, visibility less than 1/32 mile, t, visibility less than 1/64 mile, u, visibility less than 1/128 mile, v, visibility less than 1/256 mile, w, visibility less than 1/512 mile, x, visibility less than 1/1024 mile, y, visibility less than 1/2048 mile, z, visibility less than 1/4096 mile, aa, visibility less than 1/8192 mile, ab, visibility less than 1/16384 mile, ac, visibility less than 1/32768 mile, ad, visibility less than 1/65536 mile, ae, visibility less than 1/131072 mile, af, visibility less than 1/262144 mile, ag, visibility less than 1/524288 mile, ah, visibility less than 1/1048576 mile, ai, visibility less than 1/2097152 mile, aj, visibility less than 1/4194304 mile, ak, visibility less than 1/8388608 mile, al, visibility less than 1/16777216 mile, am, visibility less than 1/33554432 mile, an, visibility less than 1/67108864 mile, ao, visibility less than 1/134217728 mile, ap, visibility less than 1/268435456 mile, aqu, visibility less than 1/536870912 mile, ar, visibility less than 1/1073741824 mile, as, visibility less than 1/2147483648 mile, at, visibility less than 1/4294967296 mile, au, visibility less than 1/8589934592 mile, av, visibility less than 1/17179869184 mile, aw, visibility less than 1/34359738368 mile, ax, visibility less than 1/68719476736 mile, ay, visibility less than 1/137438953472 mile, az, visibility less than 1/274877906944 mile, ba, visibility less than 1/549755813888 mile, bb, visibility less than 1/1099511627776 mile, bc, visibility less than 1/2199023255552 mile, bd, visibility less than 1/4398046511104 mile, be, visibility less than 1/8796093022208 mile, bf, visibility less than 1/17592186044416 mile, bg, visibility less than 1/35184372088832 mile, bh, visibility less than 1/70368744177664 mile, bi, visibility less than 1/140737488355328 mile, bj, visibility less than 1/281474976710656 mile, bk, visibility

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